

AMENDMENTS TO THE SPECIFICATION

Please replace ¶ [0032] with the following:

[0032] In order to ensure easy engagement of main securing bolt 24 in ~~bolt holes 38-30~~ holes 28-30 in such separated state, second main bolt hole 29 includes a slot which is longer in the direction orthogonal to the axial direction of steering-gear housing 10. Moreover, the length of second main bolt hole 29, i.e. thickness H2 of second bracket 22, is sufficiently smaller ~~small~~ than length H1 of first main bolt hole 28. Therefore, in the state of intermediate assembly 37, main securing bolt 24 has an insertion locus completely situated inside second main bolt hole 29, having no interference with the edge of second main bolt hole 29. Thus, main securing bolt 24 can easily be inserted into first main bolt hole 28 through second main bolt hole 29 without any interference with the edge of second main bolt hole 29.

Please replace ¶ [0039] with the following:

[0039] Second bracket 105 is formed like a relatively thin mass by press working, and includes a roughly 270° curved holder 108 and flanges 109a, 109b arranged on both sides of holder 108 to protrude radially outward. With flanges 107a, 107b butting on corresponding flanges 109a, 109b so that holders 106, 108 form a circle, brackets 104, 105 are coupled together by securing bolts ~~220, 221~~ 120, 121. Flanges 107a, 109a of a pair arranged at the first ends of brackets 104, 105 are not only coupled to each other, but also mounted to support member 102.

Please replace ¶ [0047] with the following:

[0047] In the second embodiment, therefore, incision 113 of rubber resilient body 103 is ~~is does~~ not crushed locally during coupling of brackets 104, 105 as described above, resulting in no occurrence of inconveniences such as reduction in the durability of rubber resilient body 103 and variation in the spring characteristic.

AMENDMENTS TO THE CLAIMS

This listing of claims replaces all prior versions, and listings, of claims in the application:

1. (Currently Amended): A structure for fixing a steering-gear housing to a vehicle-body member, comprising:

a first bracket ~~comprising~~ comprising:

a first supporting face that is configured to support ~~supporting~~ one circumferential side face of the steering-gear housing,

a first abutting face that is arranged at one circumferential end and that is configured to abut ~~abutting on~~ the vehicle-body member,

a first bolt hole arranged through the first abutting face, and

a second abutting face arranged axially opposite to the first abutting face through the first bolt hole;

a second bracket ~~comprising~~ comprising:

a second supporting face that is configured to support ~~supporting~~ another circumferential side face of the steering-gear housing,

a third abutting face that is arranged at one circumferential end and that abuts ~~abutting on~~ the second abutting face, and

a second bolt hole that is arranged through the third abutting face at a position corresponding to the first bolt hole and that is ~~being~~ smaller in an axial length than the first bolt hole;

a member that ~~which~~ secures another circumferential end of the first bracket and another circumferential end of the second bracket; and

a bolt that is arranged from the second bolt hole through the first bolt ~~hole, the bolt hole and that is configured to secure~~ securing the first bracket, the second bracket, and the vehicle-body member together.

2. (Original): The structure as claimed in claim 1, wherein the first bolt hole of the first bracket has an axial length larger than a radius of the steering-gear housing.

3. (Original): The structure as claimed in claim 1, wherein the second bolt hole of the second bracket comprises a slot which is longer in a direction substantially orthogonal to an axial direction of the steering-gear housing.

4. (Original): The structure as claimed in claim 1, wherein the first bracket comprises a protrusion arranged at an edge of the first abutting face, the protrusion being engaged in a concave formed in the vehicle-body member.

5. (Original): The structure as claimed in claim 1, wherein the second bracket is formed out of a sheet resilient material.

6. (Currently Amended): The structure as claimed in claim 1, further comprising a cylindrical resilient member that is configured to be arranged between the first and second brackets and the steering-gear housing.

7. (Currently Amended): The structure as claimed in claim 6, wherein the resilient member is formed with a protrusion on an outer periphery, and wherein one of the first and second supporting faces is formed with a concave engaged with the protrusion.

8. (Original): The structure as claimed in claim 7, wherein the concave of one supporting face is arranged at a connection between the first and second brackets.

9. (Original): The structure as claimed in claim 6, wherein the resilient member is formed with an incision.

10. (Original): The structure as claimed in claim 9, wherein the incision of the resilient member is arranged at a connection between the first and second brackets.

11. (Canceled):

12. (Currently Amended): A structure for fixing a steering-gear housing to a vehicle-body member, comprising:

a first bracket ~~comprising~~ comprising:

a first supporting face that is configured to support ~~supporting~~ one circumferential side face of the steering-gear housing,

a first abutting face that is arranged at one circumferential end and that is configured to abut ~~abutting on~~ the vehicle-body member,

a first bolt hole arranged through the first abutting face, and

a second abutting face arranged axially opposite to the first abutting face through the first bolt hole;

a second bracket ~~comprising~~ comprising:

a second supporting face that is configured to support ~~supporting~~ another circumferential side face of the steering-gear housing,

a third abutting face that is arranged at one circumferential end and that abuts ~~abutting on~~ the second abutting face, and

a second bolt hole that is arranged through the third abutting face at a position corresponding to the first bolt hole and that is ~~being~~ smaller in an axial length than the first bolt hole;

means for securing another circumferential end of the first bracket and another circumferential end of the second bracket; and

means, arranged from the second bolt hole through the first bolt hole, for securing the first bracket, the second bracket, and the vehicle-body member together.

13. (New): The structure as claimed in claim 1, wherein the member, which secures the another circumferential end of the first bracket and the another circumferential end of the second bracket, is not configured to be secured to the vehicle body.

14. (New): The structure as claimed in claim 12, wherein the first bolt hole of the first bracket has an axial length larger than a radius of the steering-gear housing.

15. (New): The structure as claimed in claim 12, wherein the second bolt hole of the second bracket comprises a slot which is longer in a direction substantially orthogonal to an axial direction of the steering-gear housing.

16. (New): The structure as claimed in claim 12, wherein the first bracket comprises a protrusion arranged at an edge of the first abutting face, the protrusion being engaged in a concave formed in the vehicle-body member.

17. (New): The structure as claimed in claim 12, wherein the second bracket is formed out of a sheet resilient material.

18. (New): The structure as claimed in claim 12, further comprising a cylindrical resilient member that is configured to be arranged between the first and second brackets and the steering-gear housing.

19. (New): The structure as claimed in claim 18, wherein the resilient member is formed with a protrusion on an outer periphery, and wherein one of the first and second supporting faces is formed with a concave engaged with the protrusion.

20. (New): The structure as claimed in claim 19, wherein the concave of one supporting face is arranged at a connection between the first and second brackets.

21. (New): The structure as claimed in claim 18, wherein the resilient member is formed with an incision.

22. (New): The structure as claimed in claim 20, wherein the incision of the resilient member is arranged at a connection between the first and second brackets.

23. (New): The structure as claimed in claim 12, wherein the means for securing the another circumferential end of the first bracket and the another circumferential end of the second bracket is not configured to be secured to the vehicle body.